



U.S. Department of Transportation
Federal Highway Administration

U.S. DOT Funding Opportunities for Idle-Reduction Projects

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Clean Cities
Idle-Reduction Webcast
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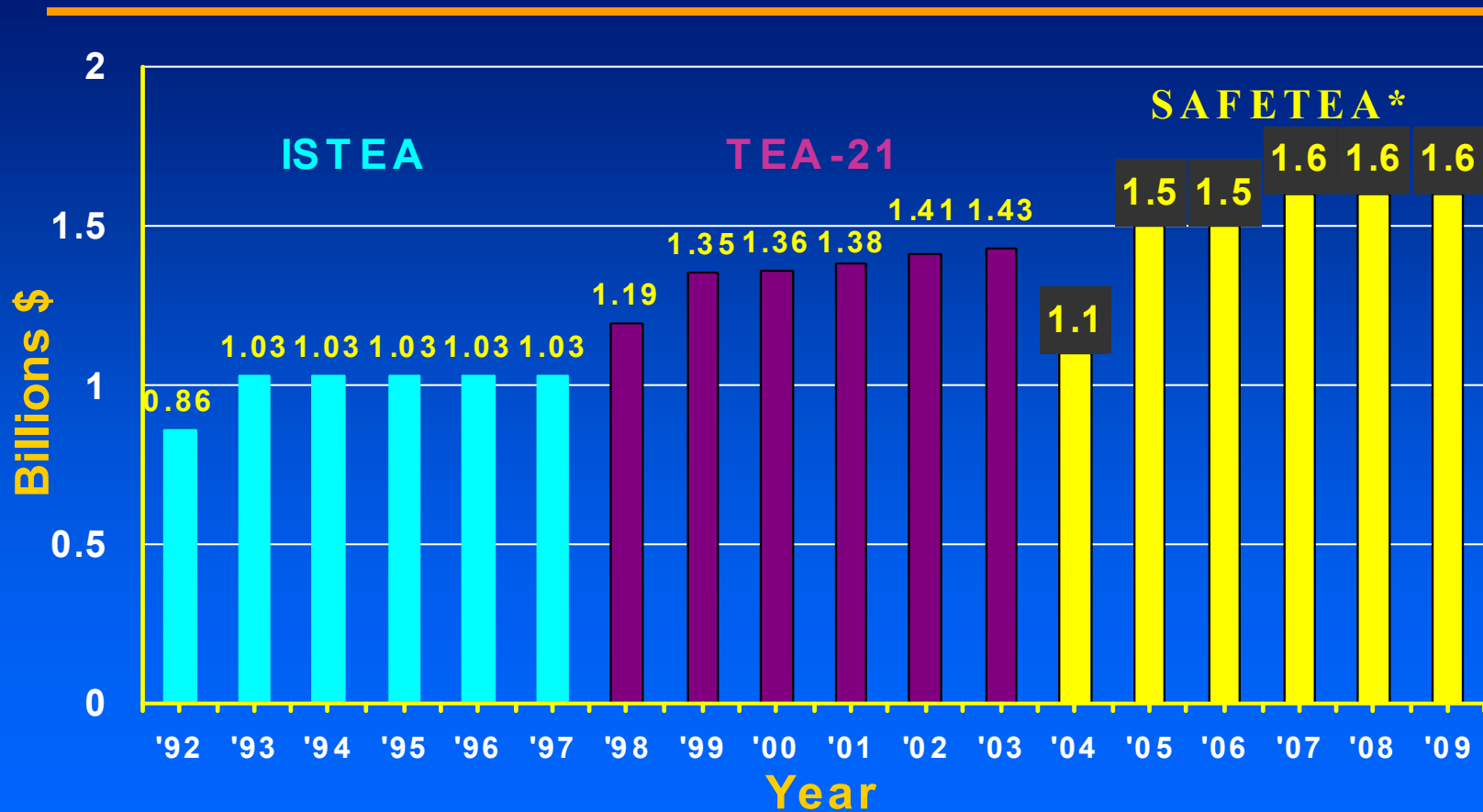
Why Does DOT Care?

- Air Quality
- Energy Use
- Greenhouse Gas Emissions
- Driver Safety
- Required under the National Energy Policy

DOT Funding Opportunities - CMAQ

- Congestion Mitigation and Air Quality Improvement Program
- Funds transportation projects and programs to help achieve and maintain NAAQS for Ozone, CO, and PM-10
- Apportioned to States based on:
 - population in ozone and CO nonattainment areas; and
 - severity of the air quality problem
 - all States guaranteed a 0.5% minimum apportionment
- Jointly administered by FHWA and FTA in consultation with EPA

CMAQ Authorization Levels



* Administration proposal

CMAQ Eligibility – Basic Provisions

- Must be used in nonattainment or maintenance areas – if there are any. If not, can be used anywhere in the State
- Must be a transportation project and demonstrate emissions reductions
- Must be creditable under the transportation conformity process
- 20% match is required – higher is encouraged. Must be non-Federal funding

CMAQ & Idle-Reduction

- FHWA guidance on “CMAQ Eligibility for Idle-Reduction Measures” (August 2003) can be found at:
<http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm>
- TSE projects must be in – or in close proximity to - nonattainment or maintenance areas, and primarily benefit them
- Truck APU's must also operate within nonattainment or maintenance areas
- Usually carried out under the public-private partnership provision (Section 149(e) of Title 23)
- DOT/EPA are working to address eligibility of locomotive idle-reduction
- To date, \$4.0M to \$5.0M in CMAQ-funded TSE projects and another \$13.0M in the process